

RTIP ID# (*required*): RIV011203 and RIV990727**TCWG Consideration Date** August 23, 2011**Project Description** (*clearly describe project*)

The Indian Canyon Drive Street and Bridge Widening Project is located between Garnet Avenue and roughly 1,000 feet south of Palm Springs Station Road within the City of Palm Springs in Riverside County. To improve traffic circulation and safety, the City of Palm Springs proposes widening the existing Indian Canyon Drive from 2 to 6 lanes (92'- ultimate width) from the Union Pacific Railroad (UPRR) overcrossing (bridge 56C-0025) to Garnet Avenue, constructing north and south bridge approaches, demolishing the existing 4-span UPRR overcrossing, and constructing a new 2-span bridge structure over UPRR Right-of-Way. The proposed 2-span bridge structure will accommodate horizontal and vertical clearance requirements that are required by the California Public Utilities Commission (CPUC) and UPRR. The widening project includes the following:

- Demolition of the existing 4-span bridge and construct new 2-span bridge structure
- Construction of new bridge approaches with an increased vertical profile to accommodate the new 2-span bridge structure.
- Installation of a new traffic signal at the Indian Canyon Drive / Palm Springs Station Road intersection.
- Construction of a temporary construction detour for Palm Springs Station Road, and realign the Palm Springs Station Road approximately 50 feet west of its currently alignment, and relocate its intersection with Indian Canyon Drive 60 feet south of its current location.
- Facilitating relocation and adjustment of existing Southern California Edison (SCE) overhead utilities and power poles located along the east side of Indian Canyon Drive.
- Removal of the existing Granite Construction Company's driveway to the Garnet Aggregate Facility and other on-site improvements, and reconstruction of a new driveway and associated on-site improvements as necessary to reconstruct a new intersection aligned with the Palm Springs Station Road at Indian Canyon Drive.

Type of Project (*use Table 1 on instruction sheet*)

Change to existing regionally significant street

County	Narrative Location/Route & Postmiles
Riverside	Indian Canyon Drive between Garnet Avenue and roughly 1,000 feet south of Palm Springs Station Road within the City of Palm Springs

Lead Agency: City of Palm Springs

Contact Person	Phone#	Fax#	Email
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Hot Spot Pollutant of Concern (*check one or both*) **PM2.5** **PM10** x**Federal Action for which Project-Level PM Conformity is Needed** (*check appropriate box*)

	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other (Revalidation of approved Categorical Exclusion)
x					x

Scheduled Date of Federal Action: 2012				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	<input checked="" type="checkbox"/> Section 6005 – Categorical Exclusion		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2006	2010	2011	2012
End	2009 (2011 env. reval)	2011	2012	2013
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> <p>The primary purpose and objectives of the project are to:</p> <ul style="list-style-type: none"> • Alleviate traffic congestion. • Improve intraregional travel by improving “directional mobility.” • Improve local access to commercial and industrial areas within the City of Palm Springs, and • Develop a transportation facility consistent with the Circulation Element of the General Plan. <p>The roadway segment was calculated to have Level of Service (LOS) C in 2001 (KOA 2002). Modeling established that this LOS would quickly deteriorate to LOS F. The proposed project is intended to reestablish traffic operation on the roadway segment to LOS C and to maintain this level until 2030. Indian Canyon Drive, a north-south roadway, currently maintains one traffic lane in each direction within the project area.</p> <p>The Circulation Element of the Palm Springs General Plan (1993) seeks to move people and goods safely and efficiently through the community. In the document, Indian Canyon Drive is identified as a Major Thoroughfare, defined as a roadway that forms the basic element of the city’s circulation system, connecting Palm Springs to regional highways and tying together different areas of the city. Improvements to Indian Canyon Drive (and other roadways extending into adjacent jurisdictions) are considered “critical” by the Circulation Element to achieve acceptable operational levels in the city.</p>				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Commercial				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	Year 2015 Forecast	
	NB	SB
AM Peak	637	1,467
PM Peak	1,690	1,500
Average Daily Traffic	17,847	16,053
LOS with Proposed Project	LOS C (ADT 33,900)	
LOS without Proposed Project	LOS F (ADT 33,900)	
*Indian Canyon Drive between Garnet Avenue and Palm Springs Station Road (KOA 2002) ADT = Average Daily Trips, LOS = Level of Service, NB = Northbound, SB = Southbound		

As indicated in Table I, roadway segment traffic operation was modeled at LOS C in 2001. Forecasting of future volumes and modeling of the resulting operational conditions indicate a rapid deterioration to LOS F that would continue to worsen over time without the project. Traffic volumes, measured at 14,399 Average Daily Trips (ADT) in 2001, are projected to increase to 40,092 by 2025 (KOA 2002). The proposed project is needed to restore current roadway segment operation to LOS C and to maintain this level until 2030. Table I presents the LOS for the subject roadway segment, both with and without the project, for the baseline year and future years to 2025.

The proposed project improves traffic flow and LOS levels.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	Year 2025 Forecast	
	NB	SB
AM Peak	752	1,748
PM Peak	2,038	1,732
Average Daily Traffic	21,109	18,983
LOS with Proposed Project	LOS C (ADT 40,092)	
LOS without Proposed Project	LOS F (ADT 40,092)	
*Indian Canyon Drive between Garnet Avenue and Palm Springs Station Road (KOA 2002)		
ADT = Average Daily Trips, LOS = Level of Service, NB = Northbound, SB = Southbound		

As indicated in the table above, roadway segment traffic operation models indicate LOS F that would continue to worsen over time without the proposed project. Traffic volumes are projected to increase to 40,092 by 2025 (KOA 2002). The proposed project is needed to restore current roadway segment operation to maintain LOS C until 2030. The table above presents the LOS for the subject roadway segment, both with and without the project, for the future years to 2025 (which is representative of area “build-out”).

Based on counts during peak hours, the truck traffic percentage (including buses and RVs) is between 2 to 3%, which equates to approximately 802 to 1,203 truck ADT.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

(see information above)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

(see information above)

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Not applicable.

Comments/Explanation/Details *(attach additional sheets as necessary)***PM_{2.5}/PM₁₀ Hot-Spot Analysis**

This project was previously reviewed and determined not a POAQC by the TCWG in April 22, 2008. As a result of a policy directive from the Union Pacific Railroad in 2010, which prohibited widening of the existing 4-span bridge of the UPRR right-of-way, the project was modified to include replacement of the bridge. Other subsequent modifications include shifting of the Palm Springs Station Road, signalization of the Indian Canyon Drive/Palm Springs Station Road intersection, relocation of adjacent utilities and improvement of an adjacent driveway (see project description for more details).

Regarding air quality, the main difference between the current project and the previously reviewed project is the signalization of the Indian Canyon Drive/Palm Springs Station Road intersection. The following table compares the EPA's definition of a POAQC and the proposed project.

	EPA Definition of a POAQC	Proposed Project
1	New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (defined as greater than 125,000 Annual Average Daily Traffic (AADT) and 8% or more of such AADT is diesel truck traffic);	The proposed project is not a new or expanded highway project that has a significant number of or significant increase in diesel vehicles. ADT through Indian Canyon Drive is forecast to be considerably lower than 125,000 (see tables above).
2	Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;	The proposed project showed that there would not be an increase in traffic as a result of the project and that the project would improve traffic flow and vehicle speeds.
3	New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;	The proposed project is not a new bus and rail terminal and transfer point project.
4	Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;	The proposed project is not a new bus and rail terminal and transfer point project.
5	Projects in or affecting locations, areas, or categories of sites which are identified in the PM _{2.5} or PM ₁₀ implementation plan or implementation plan submission, as appropriate, as sites of possible violation.	While the proposed project is located in an area in nonattainment for PM ₁₀ , the project is not anticipated to cause new air quality violations or worsen existing violations.

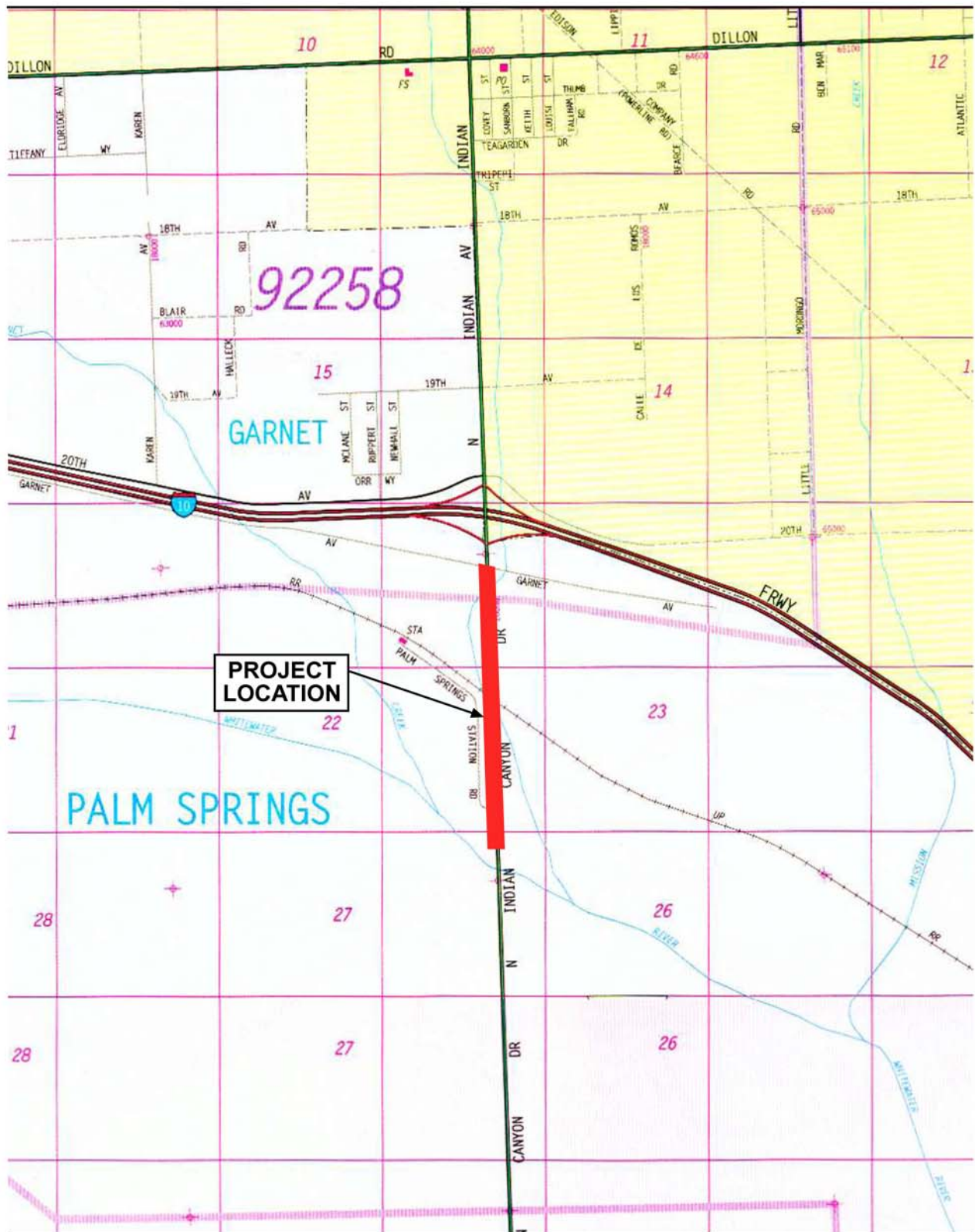


Source: ESRI, 2002; USGS, 2002



20 0 20 Miles

Figure 1
Regional Map



Source: Thomas Bros.



0 2400 Feet



Figure 2
Vicinity Map

Indian Canyon Drive and Bridge Widening

P:\2002\2K051 Indian Canyon\6Graphics\FIGURES\Figure 1-2 Vicinity Map.fh11 (dbrady) 4/18/06



Path: V:\1309_IndianCanyon\ProposedProject_General.mxd

Source: ESRI 2008; Dokken Engineering 8/9/2011; Created By: cherryz



0 200 400 600 800 1,000 Feet

FIGURE 3
PROJECT LAYOUT

Indian Canyon Drive Street and Bridge Widening Project
Federal Project No: BRLO 5282 (017) and STPLN 5282 (016)
City of Palm Springs, Riverside County, California